



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
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*James P. Spering, Chair*  
Solano County and Cities

*James T. Beall Jr., Vice Chair*  
Santa Clara County

*Keith Axtell*  
U.S. Department of Housing  
and Urban Development

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Cities of San Mateo County

*Sharon J. Brown*  
Cities of Contra Costa County

*Mark DeSaulnier*  
Contra Costa County

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Mary Griffin*  
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Cities of Alameda County

*Tom Hsieh*  
City and County of San Francisco

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Alameda County

*Jean McCown*  
Cities of Santa Clara County

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Association of Bay Area Governments

*Jon Rubin*  
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*Angelo J. Siracusa*  
San Francisco Bay Conservation  
and Development Commission

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*Kathryn Winter*  
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Sonoma County and Cities

*Harry Yabata*  
State Business, Transportation  
and Housing Agency

*Lawrence D. Dahms*  
Executive Director

*William F. Hein*  
Deputy Executive Director

**BAY BRIDGE DESIGN TASK FORCE**  
**Wednesday, Nov. 12, 1997**  
**1:00 p.m. - Tour**  
**\*Transbay Transit Terminal**  
**First and Mission Streets**  
**2:15 p.m. - Meeting**  
**PG&E Auditorium**  
**77 Beale Street**  
**San Francisco, California**  
**(See Map on Reverse Side)**

**Chairperson:** Mary King  
**Members:** Sharon Brown  
Mark DeSaulnier  
Elihu Harris  
Tom Hsieh  
Jon Rubin  
Angelo Siracusa  
**Staff Liaison:** Steve Heminger

**FINAL AGENDA**

**Tour: 1 p.m. - 2:15 p.m.**

Transbay Transit Terminal and proposed new site, located  
between Main and Beale, Howard and Folsom streets.  
Led by Caltrans and San Francisco Redevelopment Agency staff.  
Meet inside terminal on AC Transit bus deck.

**Meeting: 2:15 p.m., following tour**

1. Welcome and introductions - Mary King, Chair
2. Status report on proposed bike/pedestrian access on new eastern span  
of Bay Bridge, Denis Mulligan, Caltrans
3. MTC staff report on Transbay Terminal project, Ann Flemer\*\*
4. Other Business/Public Comment

**\* Note:** An AC Transit bus will provide transport to and from the Transbay  
Transit Terminal for MTC commissioners, staff and, as space is available, for  
members of the public who wish to attend the meeting. The bus will depart from  
the MetroCenter, 101 8th Street in Oakland, promptly at 12:30 p.m. and return  
to the same location following the meeting.

**\*\* Attachment to Task Force members and other officials. Copies available at  
meeting.**

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**Public Comment:** The public is encouraged to comment on agenda items at  
committee meetings by completing a request-to-speak card (available from staff)  
and passing it to the committee secretary or chairperson. Public comment may be  
limited by any of the procedures set forth in Section 3.09 of MTC's Procedures  
Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary  
to maintain the orderly flow of business.

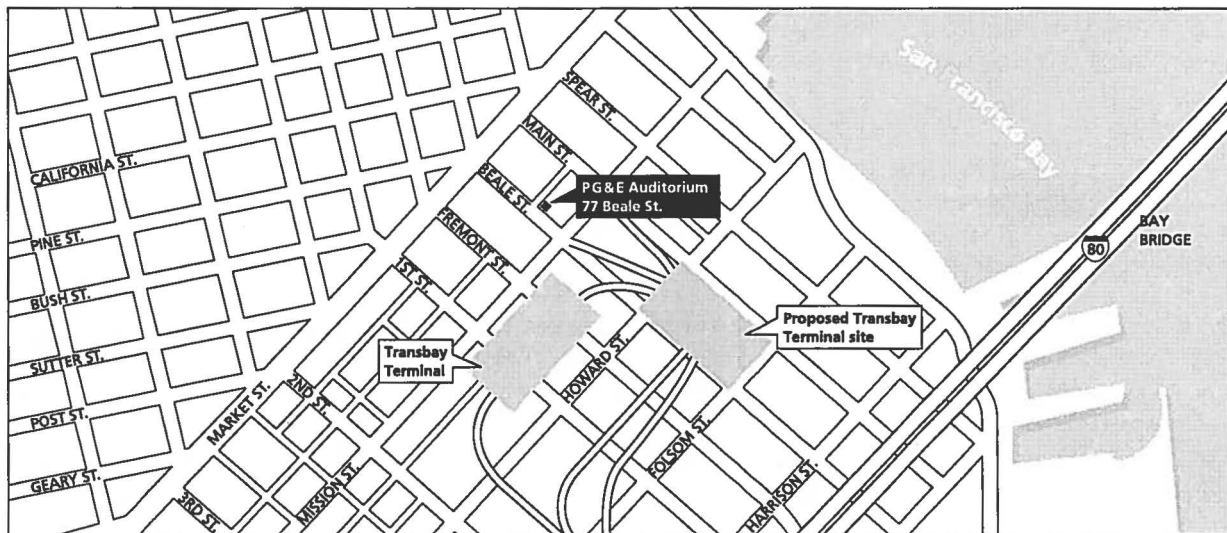
**Record of Meeting:** MTC meetings are tape recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment.

**Sign Language Interpreter or Reader:** If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call 510/464-7787.

**Transit Access to MTC:** BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont or Montclair; #59A from Montclair; #62 from East or West Oakland; #35X from Alameda; #36X from Hayward.

**Parking at MTC:** Metered parking is available on the street. No public parking is provided.

**Transit Access to Transbay Terminal & PG&E Auditorium:** BART to Embarcadero Station; the Transbay Terminal is one block south. AC Transit Transbay Routes F, N, and O run to Transbay Terminal.





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## *Memorandum*

TO: Bay Bridge Design Task Force

DATE: November 20, 1997

FR: Steve Heminger

RE: Selection of Bridge Design Teams

Since the Task Force will not meet again until January 1998, this memo is to advise you of the ongoing Caltrans process for selecting design firms to perform the 30% design work on the self-anchored suspension and cable-stayed alternatives for the new eastern span of the San Francisco-Oakland Bay Bridge.

In early September, Caltrans issued a Request for Qualifications (RFQ) to hire the design group. Based on consultations with MTC staff, Caltrans intends to select one consultant design group that will have "at least two separate and distinct design teams with design expertise and experience in each of the two alternatives." (quotation from RFQ, p. 1) The deadline for the firms to respond was October 16, and Caltrans received proposals from five design groups representing dozens of different private engineering and architectural firms. The next step in the process calls for selecting the groups that will be invited for oral interviews, which are tentatively scheduled for mid-December.

Unfortunately, when the actual contract will be awarded and the successful design group can begin work depends on the resolution of a legal complaint that has been filed against Caltrans by the Professional Engineers in California Government (PECG), the union representing Caltrans engineers. This legal complaint is part of a lengthy history of litigation between PECG and Caltrans over the ability of Caltrans to contract design and engineering services for state highway projects to private firms. A court hearing on this most recent complaint concerning the use of private firms to do seismic retrofit engineering (including the Bay Bridge project) is scheduled for December 11 in Sacramento.

We hope that this issue will be resolved in favor of Caltrans' ability to use private firms to design the new eastern span of the Bay Bridge. If so, Caltrans will be able to award the Bay Bridge eastern span design contract in December or January and the design group can begin work. Even under this optimistic scenario, we have lost 1-2 months in delay already, which means that the Task Force and Commission will not be able to make a final recommendation on bridge design type until May or June 1998.

If the issue is not resolved at the December 11 hearing or the judge's ruling is unfavorable, the eastern span replacement project faces further delays and public safety will be further jeopardized. If you have any questions on this matter, please feel free to contact me at (510) 464-7810 or MTC's General Counsel, Francis Chin, at (510) 464-7710.



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*Memorandum*

TO: Bay Bridge Design Task Force

DATE: November 5, 1997

FR: Executive Director

RE: Project Assurances for the Transbay Terminal

At your last meeting, the Task Force directed staff to develop a set of project assurances to guide the Commission's approval of any funding to support the replacement or relocation of the transbay bus terminal in downtown San Francisco. The final set of assurances are to be agreed to and implemented by Caltrans, the City of San Francisco, MTC and the transit agencies using the current facility for (1) the seismic retrofit of the existing facility, (2) the completion of a full cost comparison of improvements to the existing facility with a new facility, and (3) the steps associated with the proposed relocation of the facility.

Staff has held separate meetings with the staff of Caltrans, AC Transit and the City of San Francisco Redevelopment Agency and Planning Department to review a first draft of the assurances. Through these first meetings, we have identified the following significant points that require further discussion before we can prepare a final draft document:

1. The impact of Caltrans' proposal to tear down the east ramp to the existing terminal facility.
2. Identification of viable options for bus access and storage required as a result of the Caltrans proposal for seismic work.
3. Assumptions on the use of proceeds from the sale of any land that would be vacated if the terminal were relocated. These assumptions are necessary to complete an economic analysis comparing the terminal facility options.
4. The options for providing sufficient capacity in the proposed relocated terminal to accommodate future increases in bus service into downtown San Francisco.

Resolution of these points is fundamental to the development of project assurances that can, in fact, be implemented by the respective agencies. Staff has scheduled a joint



meeting of the staff of Caltrans, AC Transit, the other transit operators currently serving the existing facility and the City of San Francisco on November 17 to address these points. Based on the results of this discussion, we intend to forward to the Task Force the draft project assurances for review at your December meeting.

A handwritten signature in cursive script, appearing to read "L. Dahms", written in black ink.

---

Lawrence D. Dahms

**PRESS**  
**Bay Bridge Design Task Force**  
November 12, 1997 - 2:15 p.m.

NAME

REPRESENTING

1. Sylvia Olvera/Sylvia Corky State of Events, SFSU

2. Hant Reshit  
1418 Grant St. Berkeley 94703  
510-524-4488

City of Berkeley  
Transportation Commission

3.

4. Bridget Boylan

TRANSBAY BUS RIDER  
Keep the Terminal where it is.

5. Norman Rolfe

S. F. Tomorrow

6. Robert E. Kyle

Myself

7. Stephanie Alting-Mees

Myself

8. Arrie Cameron

PUBLIC + "PEOPLE ON BAYS"

9. ERNESTO UGARTE

CALTRANS

10. Donna Turche

FTA

Dave Orgun

Rider

Paul Bignardi

AC Transit

Carrie Shreve

~~PRESS~~

## Bay Bridge Design Task Force

November 12, 1997 - 2:15 p.m.

### NAME

### REPRESENTING

1. CRAIG HAGELIN 626 CREEKMORE G.  
WARM SPRING CT 06458
2. Derek Shuman 1558 62<sup>nd</sup> St  
Emeryville CA 94608
3. Bill Smith Virtual Airplane Manufac-  
turing 732 Central Ave #16 Alameda
4. Mary Staats 42 Bret Harte Rd Berkeley
5. Robert Mann C. F. M. 1800 Mt. Diablen St SF. CA 94122
6. Steve Parry AC Transit 1600 Franklin  
Oakland 94613.
7. Joyce Steele AC Transit 27874 Hummingbird Ct.  
Hayward, CA
8. Rhina Sheridan 1406 Henry St Apt K Berke. CA 94709
9. DAVID VARNUM ~~39 ASHBURY STREET SF 94117~~  
39 ASHBURY STREET SF 94117
10. David Williamson 2931 MAGNOLIA  
BERKELEY 94705
- SUSAN YARDLEY 5679 KEITH AVENUE  
OAKLAND 94618
- Ann Middleton 700 Carmel Ave  
Alhambra 94706

**Bay Bridge Design Task Force**  
November 12, 1997 - 2:15 p.m.

**Public Sign-in Sheet**

NAME	REPRESENTING	ADDRESS
1. BARBARA KERR (510) 748-4528	ALAMEDA CITY COUNCIL FAX (510) 749-9810	2263 SANTA CLARE ALAMEDA, CA 94501
2. Richard Mlynarik	Transbay Alliance	436 Alvarado St SF 94114
2. LOAN ROSS	SELF +	18 PRESIDIO AVE 94115
4. TONY HEDDEN	SELF - COMMUTER	527 23rd Ave Oakland Ca 94606
5. Bruce DeBenedictis	Rider Advisory Committee AC Transit	631 Boulevard Way Oakland 94610
6. Shirley Patterson	The People on the Bus	Richmond CA
7. Brian Blum	For Not Moving Terminal	El Cerrito CA
8. STEPHEN WILLIS	Transbay Alliance	P.O. Box 170051 SF, CA 94117
9. Laurie Ludwig	self-commuter	754 Rand Ave #1 Oakland CA
10. JONATHAN WILKENWOLF	SELF - COMMUTER	872 DRAKE AVE #12 SAN ANTONIO, CA 94965

MAY GARDNER

SELF

POB 422885

Page \_\_\_\_ of \_\_\_\_

SF CA 94142-2885

WAS HERE TO HELP YOU

Section/LPA/SFOBB sign-in

**TRANSIT MAN**

# Bay Bridge Design Task Force

November 12, 1997 - 2:15 p.m.

## Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Colette Radford	Self - commuter	2547 Treerside way Richmond 94806
2. ALFRED Ho	Youting Zhang and myself	1280 Laguna St, #11J
3. Nancy Davis	Saving the terminal	Berkeley Ca
4. KENN Linsey	SELF-COMMUTER	1332 SHATTUCK #3 Berkeley 94709
5. Josh Pitman	Self-commuter	3128 16th St #212 SF CA
6. Steve Jacks	Bike The Bridge! Coalition	2124 Bonar St Berkeley CA 94701
7. Jim Christophell	SPUR	312 SUTTER SF 94108
8. Michael Alexander	SPUR	"
9. John Herten	SPUR	"
10. Bruce Mast	City of Albany	1036 Stannagle Albany 94706
Doug Favant		6405 Regent St Oakland 94618



Bay Bridge Design Task Force  
November 12, 1997 - 2:15 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Claire Riskey	Transbay Alliance	PO 9367 Berkeley 94704
2. K. Gatten	Solutions 2000	Box 471777 SF 94147
3. Bob P. Per	TRANS. RES. GROUP	IS OCKLEY
4. Loree Dickson	Commuter	Alameda.
5. Rob Bregoff	Transbay Alliance	431 Page SF, 94117
6. Jan Olsen	Commuter	373 40th St. Oakland, CA 94609
7. L-y Stein	Bus rider	513 8454 St. <del>St.</del> SF 94108
8. Margaret Praterley	Bus rider	2322 Shattuck Berkeley
Amie Hill	Yerla Buena Alliance	760 Howard St.
10. M. Carls	Office of Mayor Horii	
Carrie Sprague		1806 Allston Way Page of Berkeley 94703

# Bay Bridge Design Task Force

November 12, 1997 - 2:15 p.m.

## Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Mark Hendrix TH		2920 Ogden #2 Berkeley 94705
2. Joe Healy	myself	75 Hawthorn St San Francisco 94108
3. Frank O'Brien	Patrick & Co	563 Mission St SF 94106
4. Doug Faunt		
5. Dave Massen		
6. Joshua Switzky		1370 9th Ave SF, CA 94122
7. Ad Stroud		555 Pierce ALBANY 9522
8. Kevin Healy	AC Hunt	525 7727
9. Terry Welt	AC Hunt	1757 Union St 563-0543
10. Eva Sansner	Bay Tradition Builders League of Voters	(510) 849 2154
Ryan Van Overbeek	GOLDEN GATE UNIV.	



# Bay Bridge Design Task Force

November 12, 1997 - 2:15 p.m.

## Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Dave Campbell	citizen	1715 Lincoln St Berkeley
2. Peter L. Montgomery	Self	780 Las Colindas Rd San Rafael 94903
3. ANN MITCHELL	SELF	733 CONTRA #16 RANCHO
4. Julie McDaniel	CT	1116 Blvd Ave
Michael Abbassi	Citizen	272 Main St. S.F.
5. Kathryn Abbassi	Resource and Design	272 Main St S.F.
Barbara Friedman	Resource & Design	272 Main St. SF.
6. Elizabeth Willey	Tausky Alliance	Box 191722 SF 94119
7. NORMA JELSON	MAJOR EL CERRITO	10890 SAN FERNANDO AVE EL CERRITO
8. Judy Alicante	self	2606 Dean Ct. Pittsburg, CA 94564
9. GLORIA ROSETTE	SELF	2840 San Jose +VO--no ALAMEDA CA.
10. Tim Berryhill	self	555 Pierce #1136 Albany, CA

Bay Bridge Design Task Force  
November 12, 1997 - 2:15 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Vicki Cline	self	772 Vincente Berkeley 94707
2. Kenneth Harlan	self	406 McAuley St Oakland 94609
3. David Favello	self - taxpayer	Walnut Creek 94596
4. Jules Freedman	self.	SF, 94133.
5. LAURA LEIPZIG	SELF / BLUE WORLD TRAVEL	1509 HEARST AVE #10 BERKELEY CA 94705
6. Kathy Taylor	Self	OAKLAND
7. James W. Allen	SPUR	683 Balboa St SF 94111
8. Roy Nakadegawa	Self.	
9. W. John Clayton	NONE	1349 REBERT ST ALBANY
10. Joyce Roy		258 Mather St Oakland CA 946

Jeff Jordan

Green Party of  
Alameda County

2022 Blake St. # A

Page \_\_\_\_ of \_\_\_\_

Berk CA 94704

# Bay Bridge Design Task Force

November 12, 1997 - 2:15 p.m.

## Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. LINDA FORDE		72 MOSS OAKLAND CA 94610
2. CORINNE FLOREK		3693 HIGH ST. OAKLAND 94619
3. Chie Howard		3034 Grant Hwy San Pablo CA 94806
4. Mary Anne Clark		2208 Carroll St Oakland CA #301 94606
5. W.A. BOORUG	FREMONT PROPERTIES	
6. Linda VanBuren	a transbay bus commuter	977 Kains Albany, 94706
7. Eric Hsn	transbay bus rider	4650 Clarendon Dr Oakland 94618
8. Dick MacLary	transbay bus rider	15 Portsmouth Rd Piedmont CA 94610
9. Dale Danley		3911 22ND ST SF CA 94114
10. Tom Hatfield	transbay bus rider (bike shuttle)	3484 18TH ST #6 SF CA 94110.
Jason Meigs	Bike the Bridge!	www.xinet.com/bike Page ____ of ____



# Bay Bridge Design Task Force

November 12, 1997 - 2:15 p.m.

## Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Ted Strawser	SF Resident	3368 16th St SF CA 94114
2. IRVIN David	Sierra Club's Loma Prieta Chapter	3886 La Donna Palo Alto 94306
3. Paul Wendt	self - commuter	1440 Lint Ave Berkeley 94702
4. Rubi Martinez-Delgado	self	818 Bissell St Richmond, CA 94804
5. Rafael Snijders	self	2322 Hartford Dr. Union City, CA
6. Jozia Park	self	823-21st Street Oakland, 94607
7. JEFFREY TUMLIN		341-A LEXINGTON ST. SF. 94110
8. Mary Lou Lowe	Self	3831 La Costa Ave Oakland, Ca 94602
9. LARRY MAYERS	SELF	5132 COMPTON BL OAKLAND 94618
10. CURT + GRAY		1930 Curtis #8 Berkeley, CA 94702
Ken Niemi	RESCUE muni	2426-44th Ave SF 94116
Raymond Ahearn	Modern Transit Society	Page ____ of ____

# San Francisco Chronicle

THE VOICE OF THE WEST

## EDITORIALS

# Bay Area Commuters Deserve a New S.F. Hub

**T**O ANY VISITOR, the Transbay Terminal is a drafty cavern. Built in another era to serve a long-departed rail system that ran across the Bay Bridge, the terminal has become a gloomy centerpoint in a transit debate. Should it be re-built in a new location nearby or re-constructed on its current spot? On balance the new location, urged by a determined Mayor Willie Brown, appears best, though there are powerful caveats.

The debate has drawn in questions about Brown's go-it-alone zeal to build the new bus barn, the location itself, and subsequent fate of the Transbay Terminal site, a rich real estate prize in a burgeoning section of downtown. There are also concerns brought by rail passenger advocates who feel left out.

As it stands now, the hulking gray building is a derelict. Built soon after the Bay Bridge 60 years ago, it served for decades as a San Francisco terminal for the Key System, and in its heyday 400,000 passengers used it daily. But when the Key tracks were ripped out and BART started up, the terminal's usefulness plummeted. Muni trolleys now pick up a handful of passengers at its doors, and a skeletal AC Transit bus fleet uses its ramps for cross-bridge trips. About 24,000 commuters pass through the halls each day, and Greyhound passengers queue up outside. Marin and San Mateo bus lines use it little.

Caltrans, the unhappy landlord, has spent \$4 million in repairs and is about to lay out another \$13 million in basic upkeep. The agency estimates a total rebuild would cost \$60 million with approximately the same level of use. These are questionable expenses for a smallish clientele.

The state agency, better suited to building freeways and bridges, has asked regional transit planners and political leaders to take over. The question up for grabs is whether to fix the old facility or build a new terminal. This is where Mayor Brown has stepped in, and so far, no one but San Francisco has shown much interest.

Mayor Brown, who handles a shovel like Charlemagne wielded a sword, wants to empty the large site for fresh development. The spot might be a new home for the M. H. de Young Museum or a more prosaic thicket of highrises. He proposes moving the bus-and-Muni nexus to a spot at Main, Beale and Folsom, two blocks to the south of the Transbay Terminal.

This has enraged East Bay leaders for several reasons. Their constituents who ride AC Transit to San Francisco may have to walk farther to downtown offices. In addition, these elected leaders feel left out by Mayor Brown as he busily makes plans without informing them.

There are partial answers to these practical and personal criticisms. For some commuters, an accustomed walk to work may be longer from the planned terminal. But a stroll to the Embarcadero Center complex would be shorter. Also, as building growth has extended southwards across Market, it

has moved closer to the proposed hub. Muni lines, including streetcar tracks, can be re-routed to the transit complex. On balance, this should not be a major hurdle.

With respect to injured feelings, Brown needs to communicate his plans in a way that invites East Bay involvement, not suspicion. His staff, his studies, and his charm can win over doubters if given a chance. He should not neglect an opportunity to make a compelling case, and the sooner the better.

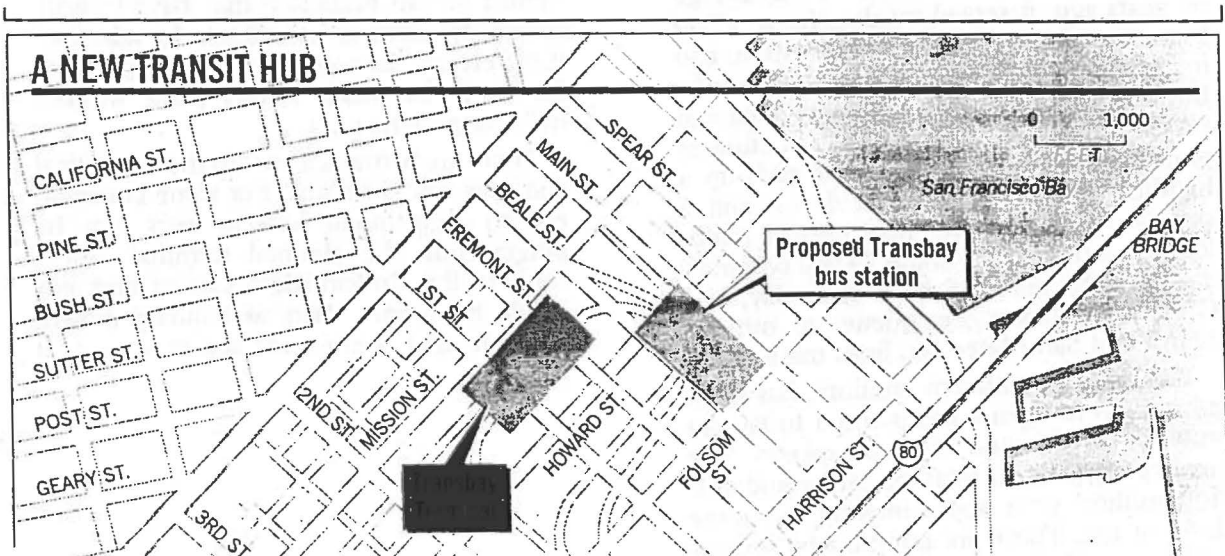
The cost of the new terminal is worth noting also. It will take \$143 million, by a flattering San Francisco estimate, to build the new facility, which may have two levels. The cost involves new bus-only ramps to the Bay Bridge and the need to store dozens of buses during the midday layover between commute hours. The money for either repairing the old structure or building a new one will come from bridge tolls, and state and federal funds. This sum must be assured before construction begins.

One group beating the drums to save the Transbay Terminal are rail advocates. This group is furious with Mayor Brown for his veto earlier this year of a \$1 billion pipe dream to extend Caltrain passenger trains 1.2 miles into the basement of the terminal. Along with this notion go hopes to run high speed trains from Southern California that could roll into the Mission street terminal. Even the Key System trains from the East Bay might be resurrected and will need the broad curving ramps that feed the old terminal, according to this group. The huge dollar signs tacked on these projects put them way out of reach.

The design of the new terminal will be crucial. San Francisco redevelopment planners want to hook up to existing bridge bus ramps to assure AC Transit vehicles quick and direct access to the span. Careful attention should also be paid to the fact that this will be a bustling terminal with at least four bus lines—Muni, AC, Golden Gate and SamTrans—expected to use it. If these problems can be resolved as San Francisco thinkers believe, the city and the region will have a hard-working transit hub at last.

There is the tantalizing question of what to do with the existing Transbay Terminal. Mayor Brown, who makes no small plans, is toying with alternatives that include the De Young or conventional skyscrapers. It will be the job of San Francisco citizenry to make sure these plans are carried out in an open and sensible way. The terminal served the city well in its day, and a new use should be found that will bring enjoyment and productive use. Let's hear what you're up to, Mr. Mayor.

**T**here is no question that San Francisco must provide a workable, inviting terminal for commuters. But the current location—an unusable plaza, street car ramp and a decrepit structure—serves no one well. Moving it would give the Bay Area a new terminal built for modern times.



Contra Costa Times  
11/12/97

## 2 San Pablo officials face criticism on bus terminal

By Shawn Masten  
TIMES STAFF WRITER

**SAN PABLO** — Two of San Pablo's most outspoken elected officials are under fire from some of their East Bay counterparts over their positions on San Francisco's plan to relocate the Transbay Terminal.

Emeryville Vice Mayor Ken Bukowski has accused San Pablo City Councilwoman Shirley Wysinger of lobbying against the will of the Contra Costa County mayors, who oppose the relocation of the terminal.

And Councilwoman Sharon Brown has been accused of not accurately representing the mayors' opposition in her position as a voting member of the Metropolitan Transportation Commission.

Both councilwomen deny the accusations and say their actions have been misunderstood.

In an Oct. 30 letter to San Pablo City Attorney Brian Libow, Bukowski said he feels Wysinger has a conflict of interest on the issue because she works for the San Francisco Redevelopment Agency, which in March unanimously approved a measure to create a new \$130 million bus station and demolish the existing terminal at First and Mission streets, which serves some 30,000 commuters daily.

Bukowski said he pointed a finger at Wysinger because of her stance on the mayors' decision to oppose the new location.

"She appeared to be angry," Bukowski told the Times on Tuesday. "I think this is one area where



**Shirley Wysinger**

Her efforts have been only to present the plan to the public, she says.

she shouldn't be so forward because of where she works."

Wysinger denies a conflict, with Libow's support.

She invited San Francisco Redevelopment Agency planner William Carney to make a presentation at the mayors' October meeting to "clear up misinformation" about the project.

"All I did was bring the information to the people so they could understand what's going on," Wysinger said. "Up until then, I was sitting there listening to people talk about something they have no idea on."

Bukowski said he is concerned that Wysinger is lobbying on behalf of her employer, San Francisco Mayor Willie Brown, who backs the relocation plan.

"She may be inappropriately using her position as an elected member of the City Council to influence the opinion of the mayors' conference" and fellow council member Brown, Bukowski said in his letter to Libow.

Wysinger responded: "Neither my boss Jim Morales nor Willie Brown have directed me to use my influence whatsoever. All I was doing and will continue to do is bring the information from the other side of the Bay so that people can see what the project truly is."

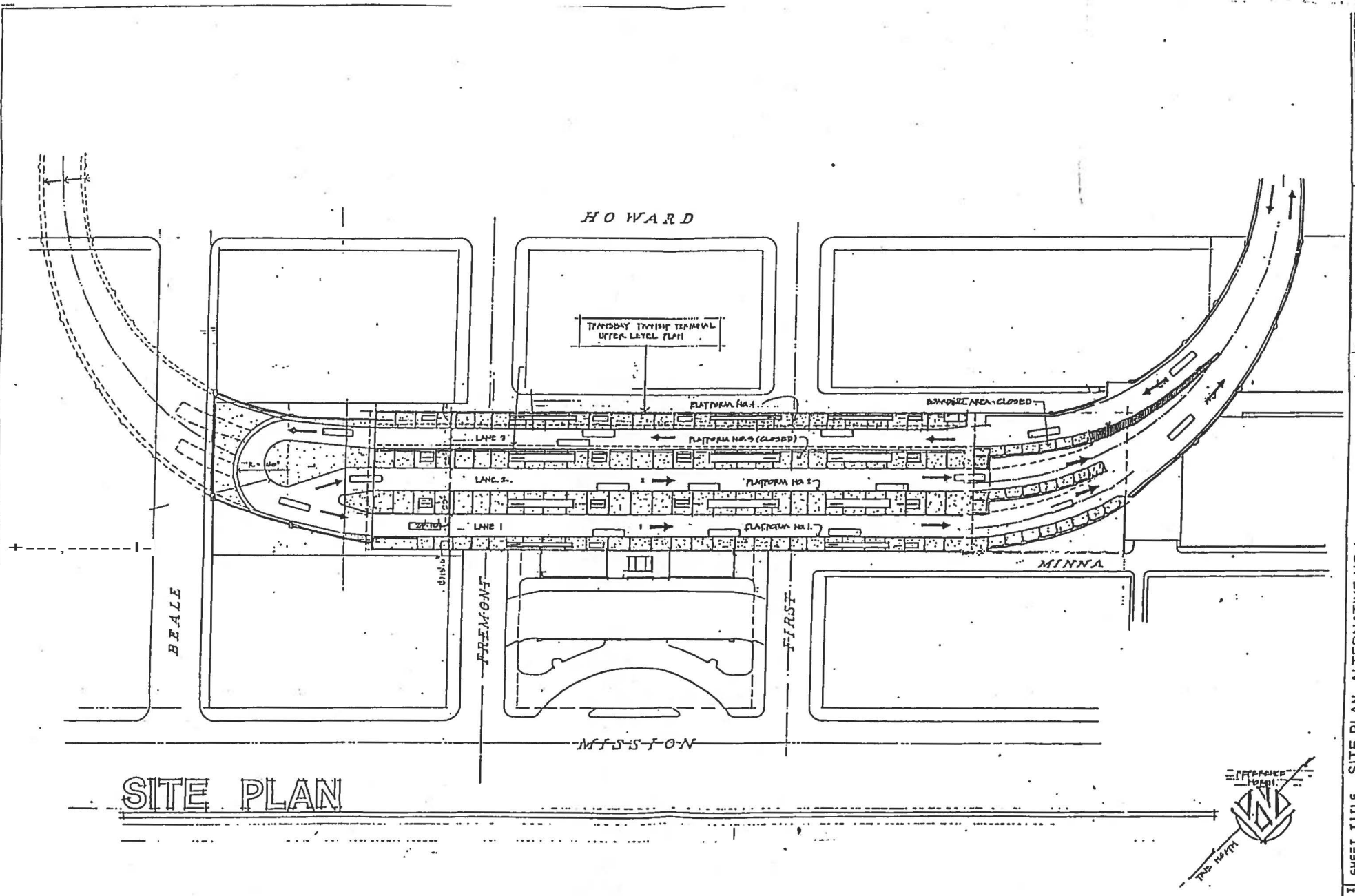
San Pablo Mayor Joe Gomes, who heads the West County Mayors' and Supervisors Association, said he doesn't see Wysinger's actions as a conflict.

"Having both sides of the issue presented is fair and equitable to everybody," Gomes said.

Staff writer Rob Shea contributed to this story.



# TRANSBAY TRANSIT TERMINAL



10 - 9 - 97

## AROUND THE BAY

## Terminal Plan Angers East Bay

S.F. mayor wants  
bus service moved  
to tinier depot

By Edward Epstein  
Chronicle Staff Writer

Oakland Mayor Elihu Harris led a parade of East Bay elected officials and residents yesterday who bashed Mayor Willie Brown's plan to move Transbay bus service to a new, smaller terminal in downtown San Francisco.

The \$140 million proposal is "ill-advised and quite frankly illogical," Harris said at a meeting of the Metropolitan Transportation Commission's Bay Bridge design task force.

"I hope we would not spend a lot of time on it unless it's absolutely necessary," Harris told his fellow task force members. They have jurisdiction over the proposed project because Bay Bridge tolls they control will help fund it.

Brown had no immediate reaction to Harris' comments, but he has shown a steely determination to press ahead with his idea of moving the downtown bus terminal to Main and Beale streets from First and Mission streets by 2002.

At their meeting in Oakland, Harris and other task force mem-

bers also heard about a related project, the California Department of Transportation's interim solution to structural and building code violations at the existing Transbay Terminal.

Caltrans, the vast building's owner, plans to spend \$13 million in the next few years on safety improvements to the 60-year-old building, whether or not a new terminal is eventually built.

It has already spent \$4 million on repairs in recent years, trying to keep open the building that is used by about 25,000 passengers a day.

The Metropolitan Transportation Commission does not have to approve that money, which Caltrans was asking to get from the state Transportation Commission.

Caltrans estimates that even with the latest investment, the terminal needs \$30 million more in repairs. And even then, Caltrans official Denis Mulligan told the MTC, a large portion of the building originally built as the terminal for Key System trains from the East Bay will remain unoccupied.

He also said Caltrans will tear down one of the bus ramps at the terminal next year. The western ramp will be upgraded and made two-way, and the eastern ramp will be torn down.

No matter what Mulligan said

about the decrepit state of the existing terminal and the fact that it will remain largely empty, East Bay leaders were unmollified.

In addition to Harris, those who spoke included Mayors Ralph Appenzato of Alameda and Shirley Dean of Berkeley and Contra Costa County Supervisor Jim Rogers of Richmond.

"San Francisco has managed to do something surprising," Rogers said. "That is unite the East Bay, which is normally quite fractious."

East Bay leaders contend that the new terminal would be less convenient, less efficient and a waste of money. Many say the idea has more to do with developing valuable real estate along Mission Street than with helping transit.

They also feel that Brown has acted in a high-handed manner, without consulting them about an issue that directly involves them and their constituents.

Dean said East Bay mayors had written to Brown asking for a meeting but had not received a response.

"San Francisco, with all due respect, should not be the sole decisionmaker," she said. "The plans we've seen here today indicate that San Francisco has already made a decision."

"My City Council is unanimous in opposing this, and when you get



Oakland Mayor Elihu Harris led a group of East Bay protesters

Berkeley's City Council to be unanimous, you know it's unanimous," she added.

While the other mayors may not have been consulted, the bus services that stop inside or near the terminal have been, Brown's staff says. These include AC Transit, Golden Gate Transit, SamTrans, the Municipal Railway and Greyhound.

AC Transit, the terminal's main user, objects vigorously to Brown's plan.

Jon Rubin, Brown's personal MTC appointee, said a lot of the East Bay criticism was wrong. "It's easy to throw a lot red herrings and not address real issues. I hope we can distill a lot of the red herrings and get to the truth."

Brown's administration maintains that the new terminal would be more efficient to operate, would be directly connected to the Bay Bridge bus ramps and would allow jobs to be created at the current, prime site.

As for the MTC, it won't be asked for \$80 million in bridge toll revenues for the project until an environmental impact review is finished, probably by next spring.

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# Transit terminal proposal draws fire

By Ronna Abramson  
STAFF WRITER

*Thru line*  
10/10/97

San Francisco Mayor Willie Brown may be facing an uphill battle against East Bay interests in his quest to siphon \$80 million in bridge tolls into a new Transbay Transit Terminal.

After all 25 speakers at a Bay Bridge Task Force meeting slammed San Francisco's plan to build a terminal at a new site, three task force members expressed serious reservations about the \$138 million project.

Oakland Mayor Elihu Harris called the plan "ill-advised" and "illogical;" Contra Costa County Supervisor Mark DeSaulnier said it was "D.O.A.," or dead-on-arrival; and San Pablo Mayor Sharon Brown noted she

had been taking a lot of heat over it from colleagues.

The task force — a subcommittee of the Metropolitan Transportation Commission — is charged mainly with choosing the best design for a new eastern span the San Francisco-Oakland Bay Bridge.

But it's also supposed to offer advice on how to spend revenues raised by a \$1 hike in bridge tolls that takes effect next year. The transportation commission, which is composed of elected officials from around the Bay Area, ultimately will decide how the toll revenue will be spent.

Brown has requested at least \$80 million in toll money to help pay for a new bus terminal at Main and Beale

streets, about one block from the existing, 60-year-old facility at First and Mission streets.

But East Bay transbay bus riders and elected officials say they'd rather see the terminal upgraded than moved farther away from jobs.

The California Department of Transportation, which owns the building, plans to spend \$13 million to strengthen it, and estimates other needed improvements such as replacing plumbing and electrical work would cost \$30 million.

The transportation commission has decided toll revenues first should pay for an elaborate cable bridge to replace the 61-year-old eastern span of the Bay Bridge, damaged in the 1989 Loma Prieta earthquake.

Police invest

Highway

# Task force hears opposition to plan on relocation of Transbay Terminal

10/9/97 CCTimes

By Rob Shea  
TIMES STAFF WRITER

OAKLAND — AC Transit fans and East Bay politicians showed up in force Wednesday to tell Bay Area transportation officials that they firmly oppose the relocation of the Transbay Transit Terminal.

The Metropolitan Transportation Commission's Bay Bridge Design Task Force met to set up a process to decide whether the terminal should be moved. But attention focused instead on whether a new terminal should be built at all.

The commission must decide whether to extend for two years a bridge toll increase that would raise \$30 million to demolish the terminal, at First and Mission Streets in San Francisco, and build a new one at Main and Beale streets.

The task force took no action Wednesday. It will meet again Nov. 14 and is expected to make a final decision on both the terminal and the design for the new eastern span of the Bay Bridge. By Caltrans' timeline, the new terminal wouldn't be designed until at least mid-1999, and construction would be finished in 2002.

San Francisco favors the move because it wants to develop the land where the terminal is located. East

Bay leaders oppose the move because the current site links transportation options, and moving it would cost millions.

The state Department of Transportation owns the terminal, which was built as part of the Bay Bridge. Because the state loses \$600,000 annually in operating it, Caltrans wants to hand it over to a local or regional body. Moving it is one way for Caltrans to sever its ties to the terminal.

East Bay officials have united in opposition to the move.

"San Francisco, with all due respect, should not be making the decision. The region should make the decision," said Berkeley Mayor Shirley Dean.

Included among the 25 speakers were county supervisors, AC Transit's primary lawyer and advocates for bus riders and bicyclists.

Cities all over Contra Costa and Alameda counties are on the record in support of keeping the terminal in place. AC Transit sued over the proposal but later agreed to drop the suit after meeting with state legislators.

Karen Ackerman, representing People on the Bus, said the move would make a much longer walk for the many riders destined for the financial district.

"Think about how willing you'd be to walk the extra two blocks in sweltering summer heat or on a wet blustery day in business attire," Ackerman said.

"I'm trying to be open-minded about this," said task force member Mark DeSaulnier, representing Contra Costa County. "But it looks to me, at least as far as East Bay constituents are concerned, this is DOA."

San Francisco Mayor Willie Brown views the terminal as an ugly albatross that has outlived its usefulness. He would like the 500,000 square-foot site to become a mix of office, residential, commercial, cultural and open spaces.

Some speakers called the proposal greedy land speculation that would benefit no one but developers.

San Francisco's two representatives on the task force promised to take into consideration the effect of their decision on the whole Bay Area.

# Brown terminal plan faces criticism

**By Ronna Abramson**  
STAFF WRITER

San Francisco Mayor Willie Brown may be facing an uphill battle against East Bay interests in his quest to siphon \$80 million in bridge tolls for a new Transbay Transit Terminal.

After all 25 speakers at a Bay Bridge Task Force meeting slammed San Francisco's plan to build a terminal at a different site, three task force members expressed some serious reservations about the \$138 million project.

Oakland Mayor Elihu Harris called the plan "ill-advised" and "illogical;" Contra Costa County Supervisor Mark DeSaulnier said it was "D.O.A.," or dead-on-arrival; and San Pablo Mayor Sharon Brown noted she's been taking a lot of heat over it from colleagues.

The task force — a subcommittee of the Metropolitan Transportation Commission — is charged mainly with choosing the best design for a new eastern span to the San Francisco-Oakland Bay Bridge.

But it's also supposed to offer advice on how to spend revenues raised by a \$1 hike in bridge tolls that takes effect next year. The transportation commission, which is composed of elected officials from around the Bay Area, ultimately decides how the toll revenue will be spent.

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riders and elected officials say they'd rather see the terminal upgraded than moved farther away from jobs.

The California Department of Transportation, which owns the building, plans to spend \$13 million to strengthen it, and estimates other needed improvements such as replacing plumbing and electrical work would cost \$30 million.

The transportation commission has decided toll revenues first should pay for an elaborate cable bridge span to replace the 61-year-old eastern span of the Bay Bridge, damaged in the 1989 Loma Prieta earthquake. Next on the priority list would be Transbay Terminal project, followed by a bike lane on the new span.

However, the task force has agreed to reconsider priorities and make a final decision in April.



# Bay Bridge Bicycle/Pedestrian Advisory Committee

PO Box 10205 • Oakland, CA 94610  
510 452-1221

November 12, 1997

Mary King, Chair, Bay Bridge Design Task Force  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Madame Chair and Members of the Bay Bridge Design Task Force

I am writing to you on behalf of the Bay Bridge Bicycle/Pedestrian Advisory Committee. This Committee has now been recognized as the official bicycle/pedestrian group to interface and interact with MTC and Caltrans concerning the Bay Bridge.

We have recently presented our design proposals for the East Span bicycle/pedestrian pathway to Caltrans. Our recommendations are: a two-way pathway, at least 12 feet wide, that will accommodate bicycles, pedestrians, wheelchairs and other non-motorized users. A south side location is preferred for its view of Oakland, provided that air quality and wind pattern analyses support that users will have the most comfortable experience on the south side. The pathway should link up to Treasure Island by way of the south side of Yerba Buena Island.

One new design suggestion — which has been demonstrated on the Stanford University campus — is to use contrasting surface materials to separate adjacent pedestrian and bicycle paths. These surfaces would provide visual and tactile differentiation, rather than a vertical separation as is the case of a raised, curbed sidewalk.

Our goal is that a superior pathway facility be developed and we are pleased that our Advisory Committee will have a participatory role with Caltrans and the bridge consultants as they work towards the 30 percent design stage by next April.

A shore-to-shore bike path remains our central objective. This can be achieved by extending a bicycle/pedestrian facility across the West Span to San Francisco. We hope ways can be found to solve this vital missing link. The following ideas are being explored to endorse the West Span pathway as an official proposal:

- 1) Incorporate it in MTC's Regional Transportation Plan
- 2) Add it to San Francisco's Congestion Management Plan

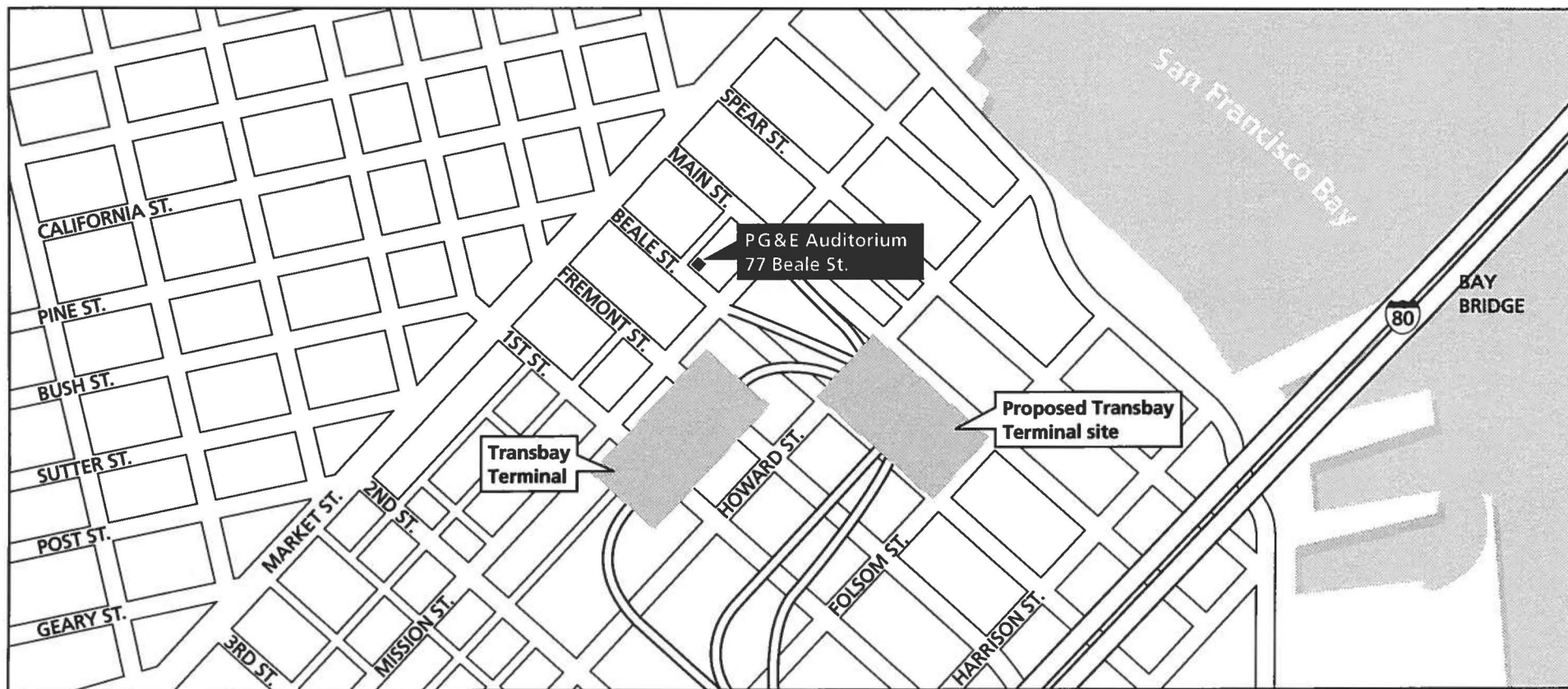
We would like to explore these and other options with the Task Force at your next meeting in December. We believe there may be ways in which the Task Force can assist.

We appreciate working with you on this important task.

Sincerely

  
Alex Zuckermann for

Bay Bridge Bicycle/Pedestrian Advisory Committee  
Steven Bodzin, Stan Bukowski, David Burch, John Ciccarelli, Victoria Eisen,  
Doug Faunt, Michael Katz, Jason Meggs, Robert Raburn







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November 24, 1997

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*Harry Yabata*  
State Business, Transportation  
and Housing Agency

*Lawrence D. Dahms*  
Executive Director

*William F. Hein*  
Deputy Executive Director

To: Engineering and Design Advisory Panel

From: Steve Heminger, Manager  
Legislation and Public Affairs

Re: Newsletter on Bay Bridge East Span Replacement

We thought you would be interested in the enclosed newsletter on the Bay Bridge project, published recently by Caltrans.

The Task Force has held two recent meetings, in September and October, on the issue of relocating or retrofitting the Transbay Transit Terminal. MTC currently is working with Caltrans, AC Transit and the City of San Francisco Redevelopment Agency and Planning Department on a set of project assurances to guide the Commission's approval of funding for this project. The next Task Force meeting to discuss the project assurances will be held on Wednesday, January 14, 1998 at 1:00 p.m. in the Joseph P. Bort MetroCenter Auditorium.

We expect to reconvene the EDAP in the next few months and look forward to your continued participation.

SH:pl

Enclosure



**METROPOLITAN  
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Executive Director

*William F. Hein*  
Deputy Executive Director

The Bay Bridge Design Task Force meeting scheduled for Wednesday, December 10, 1997 has been cancelled.

The next meeting of the Task Force will be held on Wednesday, January 14, 1998 at 1:00 p.m. in the Joseph P. Bort MetroCenter Auditorium, 101 Eighth Street, Oakland.



**METROPOLITAN  
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Deputy Executive Director

November 5, 1997

To: Bay Bridge Design Task Force Members  
Fr: Steve Heminger  
Re: Bay Bridge Design Task Force Meeting  
Wednesday, Nov. 12, 1997

As you can see from the attached agenda, the next Bay Bridge Design Task Force meeting consists of an onsite tour of the Transbay Transit Terminal and the proposed new terminal site, followed by a regular task force meeting in the PG&E auditorium at 77 Beale Street.

For Commissioners and staff coming from the East Bay, we are arranging transport to San Francisco in an AC Transit bus. The bus will leave from the front of the MetroCenter at 12:30 p.m. sharp and will return to the MetroCenter following the meeting, probably around 4 p.m.

Please advise my secretary, Linda Walls, at 510/464-7813 by Friday, Nov. 7 if you plan to join us on the bus.